

Chief, St/I/R

15 February 1955

THRU : Chief, D/S  
Chief, S/TR

Requirements on capacity of yards and locomotive servicing facilities

BACKGROUND

A working group of the Transportation Subcommittee, Economic Intelligence Committee, is studying formulas for the computation of railroad line capacity. The through capacity of a railroad line is sometimes limited by the capacity of yards and of locomotive servicing facilities. It is therefore essential that the working group have information on formulas for computing the capacity of yards and locomotive servicing facilities, and data on the actual performance of yard and locomotive servicing facilities to which the capacity formulas can be applied to determine the probable margin of error involved in the application of the formulas. Such information is desired not only for individual railroads in the United States, but also for railroads in other parts of the world wherever it can be readily obtained.

REQUIREMENTS

- 1) For one or several classification yards obtain a yard track diagram, and indicate the use to which various tracks are normally put. Tell how classification is performed in each yard.
- 2) What is the throughput capacity of these yards? Show in detail how this throughput capacity figure was obtained.
- 3) What was the maximum annual performance of these yards? What was the maximum daily performance of these yards? (Indicate clearly in both questions 2 and 3 whether the figures given are car handlings, which would count each car twice, once as it entered and once as it left the yard, or are given as car throughputs, which would count each car but once, as it went through the yard.
- 4) What is the average time spent by a car in these yards, from time of arrival to time of leaving?

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5) For several relay yards (where the main function of the yard is simply to hold trains while crews and locomotives are changed, and where relatively little classification takes place) give the same information as in question 1 through 4.

6) How could the throughput capacity of these yards be increased, in case it was necessary to handle more cars than the present capacity would permit?

7) For several locomotive roundhouses or sheds, obtain the following information: a) How many stalls are there in each shed? b) What type of servicing and repair is carried on? c) What is the average time spent by a locomotive in the roundhouses or sheds? d) To what extent would it be possible to reduce the amount of time spent by a locomotive in the roundhouses or sheds? e) What is the maximum capacity of the roundhouses or sheds? Show in detail how this capacity figure was arrived at.

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Requester: [REDACTED], S/TR, x2370.

Suggested Sources: [REDACTED]

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Deadline: 15 April 1955.

Degree of Need: Great.

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WG/djn

- \* Potomac Yards, Alexandria, Va., already exploited on Questions 1 through 6.

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